AMENDMENTS TO THE SPECIFICATION:

Page 8, replace the paragraph beginning at line 10 with the amended paragraph as follows

So that the filler 6 of vulcanized rubber mix cannot be ejected from the tread under the action of centrifugal force during travel when the wear of the tread reaches the radially outer ends 53 of the branches 51 and 52 of the anti-connection elements 5 it is advantageous for there to be a partial connection between the filler 6 and the rest of the tread 3. To this end, and as shown for example in Figure 2, the trace (that is to say the contour or the geometric form) of the radially outer ends 53 is preferably representative of what is called a periodic function: the ends may form recesses such as by having a shape that is undulating (Figure 2), or provided with notches of rectangular form (Figure 6) or of triangular or semi-circular form (not shown). When the wear of the tread 3 is such that the wear indicators 34 are in contact with the ground, the parts of the ends 53, radially closest to the surface of the tread 3, of the insert 5 appear on the running surface, while bridges of vulcanized rubber remain that form retaining portions which extend across the filler material at a location radially inwardly of a radially outermost portion of the anti-connection element and radially outwardly of a common interconnecting part 54 to hold the filler 6 in place at least for a certain time. These rubber bridges are capable of being broken by a person who wishes to recreate new grooves by removing the filler 6 relatively easily.

Page 8, replace the paragraph at page 8, beginning at line 13 with the amended paragraph as follows

The radially outer ends 53 of the branches 51 and 52 are distant from the surface 35 of the tread 5 by the quantity h_1, whereas the radially inner end is distant from the surface 35 by the quantity H, less than the thickness E of the tread 3 measured at the same axial position as that where H is measured. The radially inner ends are interconnected by the common part 54. The thickness of a tread is in fact axially variable as a function of the respective curvatures of the running surface of the tread and of the crown reinforcement and the same applies for the quantity H, imposed by the tire manufacturer as a function of the minimum thickness η of rubber mix necessary radially above the radially outermost crown ply 23.

Replace the paragraph bridging pages 8-9 with the amended paragraph as follows

The partial connection between the rubber of the filler 6 and the rest of the tread can also be effected on the branches 51 and 52. As shown in Figure 3, the branches 51 and 52 of the insert, formed of the same material as previously, are provided with recesses in the form of orifices of closed contour 55 in their upper part (that is to say close to the running surface in the initial state) which make it possible for rubber mix to pass through during the molding of the tread to connect the tread and the regrooving filler 6, and thus to create a retaining portion in the form of bridges of vulcanized rubber at locations radially inwardly of the radially outermost portion of the anti-connection element and radially outwardly of the common part,

which bridges will then be broken by cutting and/or by traction at the time of the regrooving operation.

Page 9, replace the paragraph beginning at line 11 with the amended paragraph as follows

As recesses for forming connecting bridges between the tread and the regrooving fillers, there may be used orifices having a closed contour or orifices 55 having an open contour or slots (see for example Figure 7), or a recess in the form of a slot 55 having a helicoidal trace on the outer surface of the circumferential regrooving filler 6, said slot 55 being obtained by helicoidal winding of a strip of an insert 5 around a rubber filler 6, the winding pitch being appropriate so that the various turns are not adjoining, as shown in Fig. 5.

Replace the paragraph bridging pages 10 and 11 with the amended paragraph as follows

Figure 11 shows an anti-connection element 5 intended to be incorporated inside a tread in the circumferential direction, this anti-connection element 5 being composed of a plurality of ~~elements~~ circumferentially separated element sections 57 which are completely disconnected from each other and each having a section in an open U-shape. These disconnected ~~elements~~ sections 57 of average length L are arranged following one another so as to define a regrooving filler corresponding to the rubber 61 located within said elements and to the rubber 62 between two disconnected ~~elements~~ sections 57. The average distance D between each disconnected element 57 is less than their length L (preferably, the distance D is

between 5% and 35% of the length L). Between two disconnected ~~elements~~ sections 57 the rubber of the filler is connected to the rest of the tread at a location radially inwardly of the radially outermost portion of the anti-connection element, which ensures the connection of the filler to the tread. Once the moment of regrooving has arrived, it is easy for an operator to break the rubber bridges 62 to form a new groove at the location of the filler. Another variant may consist of providing for the branches of an anti-connection element not to be of the same length (that is to say that one branch is closer to the running surface than the other branch of the same element).